

Physical Plan



Physical Revitalization Plan

Understanding the Northwest One Neighborhood

Neighborhood History

The Northwest One neighborhood is located in an area of Washington, DC, generally referred to as NOMA, an acronym for “North of Massachusetts Avenue”. In its early years, this neighborhood was known as Swampoodle, a predominantly Irish area characterized by large industrial uses abutting the railyards and dense rowhouse and alley dwellings extending north from Union Station and west from the railroad. By the end of the Second World War the area was infamous for its blighted housing conditions. Calls for reformation resulted in demolition and redevelopment through urban renewal programs. In fact, the name Northwest One originates from the initial urban renewal designation for the area surrounding the neighborhood. Redevelopment in the area included construction of Sursum Corda in 1968. Led by advocates from nearby Gonzaga College High School and St. Aloysius Church and supported by the District of Columbia Housing Authority and then-Senator from New York, Robert F. Kennedy, the housing was inspired by the need to provide safer and more decent replacement housing for lower income residents. At that time, Sursum Corda was unique for its “modern” site plan and architecture. Other housing developments followed, including Temple Courts, Golden Rule, Tyler House and Sibley Plaza.

The significance of the primary avenues within the neighborhood, especially North Capitol Street and New York Avenue lead to the early and rich presence of civic, religious and educational institutions. St. Aloysius Church and Gonzaga College High School moved to the area in 1859. Mount Airy Baptist Church moved to the area at the beginning of the 20th century. Holy Redeemer Church and School, Southern Baptist Church and St. Phillips Church all had an early presence in the neighborhood. The Perry School Community Services Center, formerly a private school, is a handsome structure located at New York Avenue and M Street. Walker Jones Elementary School, Walker Jones Health Clinic and Terrell Junior High School are part of a string of schools and health providers along First Street, all constructed in the 1960's.

Neighborhood Context

The Northwest One neighborhood sits at the nexus of four distinct segments of the city. It is a transitional area between the Central Business District to the south and the Shaw neighborhood to the north – a historic rowhouse neighborhood. To the east and the west lie two rapidly transforming city sectors whose redevelopment is exerting substantial development pressures on the Northwest One neighborhood.

Mt. Vernon Triangle

To the west is the Mount Vernon Triangle district. As envisioned in The Mount Vernon Triangle Action Agenda, this area will soon become a vibrant new mixed-use downtown neighborhood. Total anticipated development will include 4,000 to 5,000 housing units, one to two million square feet of office space, new hotels and cultural uses as well as 80,000 to 120,000 square feet of retail and restaurants. A substantial portion of this anticipated development is already underway, including a mixed-use development at the Wax Museum site which will bring new housing units and a new Safeway grocery store to the neighborhood. The urban design plan establishes K Street as a vibrant mixed-use neighborhood main street with continuous ground floor retail and housing above. Two significant places are established along the street, a neighborhood center anchored by the Wax Museum at 5th and K Streets and a residential place at 3rd and K Streets.

NOMA

To the east is NOMA. This area will see intense development in the coming years. It possesses high density zoning and is a receiving zone for transferred development rights. A new headquarters for the US Bureau of Alcohol Tobacco and Firearms and Explosives (ATF) is under construction next to the newly opened New York Avenue Metro station. An additional 16 million square feet of commercial space is planned for the area, most of it adjacent to the new Metro site and clustered along First Street NE. A planning effort initiated by the District of Columbia Office of Planning is currently underway to provide a cohesive set of program goals and urban identity for this neighborhood.



Aerial Photograph - 1932



Aerial Photograph - 1999



Mount Airy Baptist Church



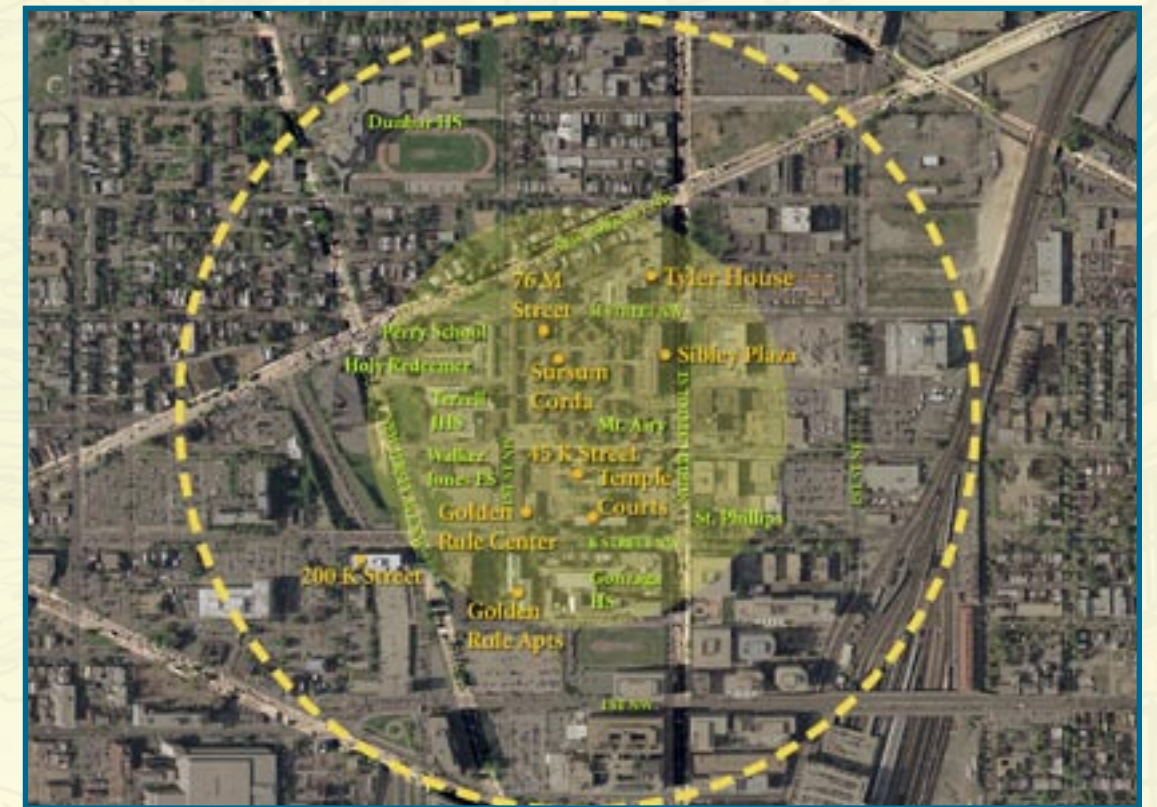
Terrell Junior High



Perry School



Walker Jones Elementary School



Golden Rule Center & Turnkey



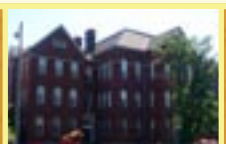
Temple Courts



Sibley Plaza



Sursum Corda Cooperative



Housing

The existing housing within the broader Northwest One neighborhood includes a mix of housing types – apartments and townhouses at varying densities and scales ranging in size from one to more than six bedrooms.

Family and High Density Housing

The Sursum Corda Cooperative is a mix of one to six bedroom units in townhouse and stacked flat configurations. A small plaza off of First Street and across from the two schools contains a recently improved play area; the complex also includes a small community room. Along M Street nestled amongst the Sursum Corda properties is 76 M Street, a small three story rental apartment building. Sibley Plaza, a high density apartment building located on North Capitol Street, and Sibley townhouses are just east of the Sursum Corda complex. These properties are owned and managed by the District of Columbia Housing Authority (DCHA) as is 45 K Street, a small low density development located on L Street.

Golden Rule Center located on K Street is a mixed-use development that includes a small shopping center and low density housing units. It is part of a larger set of complexes owned by Bible Way Baptist Church which includes Golden Rule Apartments on the south side of K Street and a new senior facility on New Jersey Avenue. Temple Courts is a high density apartment building east of Golden Rule Center on K Street. Further north on North Capitol Street is Tyler House another large high density apartment complex.

Additional Housing

A number of privately owned houses and complexes are also part of the housing mix. These include: a handsome string of 19th-century rowhouses located on the south side of K Street; the Perry School Townhouses, relatively recently constructed townhouses just north of Terrell Junior High School at Pierce and First Streets; Julius Hobson Plaza, a housing cooperative apartment house complex on New York Avenue between First Street and North Capitol; as well as another string of early 20th-century rowhouses on the south side of New York Avenue.

At- Risk Units

Three properties were identified most “at-risk” of loss when the strategy was initiated: Sursum Corda Cooperative, Golden Rule Center and Temple Courts. Each of the properties had failed two annual HUD Real Estate Assessment Center (REAC) inspections. A third failed inspection triggers a foreclosure process which can mean the loss of project-based housing subsidies, resulting in the permanent loss of affordable housing in the area. Available data established that there are 520 deeply subsidized units in these at-risk properties. Approximately 320 of these are 1-2 bedroom units and the remaining 200 are larger 3-6 bedroom units.

Community Assets

Community Organizations and Institutions

One of Northwest One’s greatest assets is the large number of community organizations and institutions located in and serving the neighborhood. There are more than seven active churches and ministries offering religious and various other educational and social service programs. The Perry School Community Services Center is home to ten collaborating organizations, including: Bright Beginnings, Carver Empowerment College, Center City Community Corporation, College Bound, Community Research and Learning Network, The Dance Institute of Washington, Georgetown University Center at Perry School, Little Friends for Peace, National Student Partnerships, and the Perry Family Health Center of Providence Hospital.

Schools

Two District of Columbia public schools located in the neighborhood – Walker Jones Elementary School and Terrell Junior High School – are important community anchors. However, both schools continue to be among the lowest performing schools in the District. This continues despite coordinated efforts to improve curriculum, academic achievement and other wraparound services. Walker Jones is a Tier 1 school – meaning District of Columbia Public Schools (DCPS) has targeted it as a school in need of immediate physical reconstruction. It has a current enrollment of 529 students and a capacity of 552. Terrell Junior High School is a Tier 2 school – meaning DCPS has targeted it as a school in need of rehabilitation/ reconstruction at some point in the near future. It has a current enrollment of 294 and a capacity of 546. DCPS is working

closely with the District during the redevelopment of Northwest One to ensure that redevelopment of its schools is coordinated with the overall redevelopment of the community.

Health Clinics

Other important community assets include two health clinics. Unity Health Care operates a well-used health clinic next to Walker Jones Elementary School. Providence Hospital operates the second community health clinic at the Perry School.

Shopping

Neighborhood shopping is limited, especially with the recent closing of the Golden Rule grocery store. Most residents shop at small, prepared-food retail establishments along New York Avenue, Union Station or grocery stores located in the Shaw neighborhood. Despite the neighborhood’s proximity to a wholesale market at Florida and New York Ave, few residents shop there. A new Safeway grocery is currently under construction at 5th and K Streets, 4 blocks away from the center of the neighborhood.

Recreation, Parks and Open Space

Recreational opportunities are also limited. There are no recreation centers within easy access of the neighborhood. Both schools have some significant open space, but with the exception of the new basketball court at Walker Jones Elementary, it is underutilized. A small playground and open space with new play equipment is located adjacent to Sursum Corda Cooperative, at L Street and First Street.

The Neighborhood – Community Assessment

An extensive series of sessions were held with a broad variety of neighborhood groups to provide an accurate neighborhood assessment from the area residents and stakeholders. These sessions were structured as small one-on-one meetings, focus groups, and larger neighborhood and stakeholder meetings; each typically included a discussion of both physical design and human capital issues.

Focus groups were held within each of the individual housing complexes. Additional focus groups and stakeholder meetings included neighborhood social service providers, youth groups, Ward 6 Neighborhood Services personnel and the Northwest One Council. Broader stakeholder sessions were convened at the Mount Airy Baptist Church and through ANC 6C leadership. Similar outreach was conducted to some Ward 5 organizations including the Bates Street Civic Association. Additional feedback was solicited through an open process during the first two days of the charrette including break-out sessions, one-on-one meetings and plenary discussions.

A summary of the comments and findings from these multiple sessions include the following:

Housing

- New housing must provide a safer and more secure environment
- A one-for-one replacement of existing low-income housing units is essential
- Residents must be involved in the creation of right-to-return criteria

Community Assets

- A recreation center is needed in the community to serve all ages - especially youth
- With the closure of the Golden Rule shopping center, there is a pressing need for neighborhood retail, especially grocery stores
- The two schools are essential community assets, but both need to be rebuilt

Transportation

- New York Avenue, with its high volume of commuter traffic, truck traffic and dysfunctional intersections, is dangerous
- The volume of traffic and lack of signalization or stop signs on First Street are a problem, particularly for children getting to school
- The pedestrian environment within the neighborhood needs to be improved
- The reconstruction of a grid pattern of streets, providing greater connectivity within the neighborhood would create a safer environment



Transportation

This section describes the characteristics of the existing transportation infrastructure in the Northwest One neighborhood.

Roadway Characteristics

The following are the major roadways in the neighborhood/study area:

- North Capitol Street NW – a two-way principal arterial running north-south through the neighborhood. North Capitol Street has a six-lane cross section throughout the study area. The posted speed limit is 25 mph.
- First Street NW – a two-way collector running north-south through the neighborhood. First Street operates with one lane in each direction. Parking is prohibited on the east side of First Street. Off-peak parking is available on the west side of the street between I Street and M Street. Parking is prohibited at all times on the west side of First Street between M Street and New York Avenue.
- New York Avenue NW – a two-way, six-lane principal arterial running east-west in the neighborhood between New Jersey Avenue and North Capitol Street. New York Avenue generally operates with three lanes in each direction. Off-peak parking is available on both sides of New York Avenue. Parking is prohibited on the south side of New York Avenue between 3:00 PM and 6:30 PM, while on the north side of New York Avenue, parking is prohibited between 6:00 AM and 9:30 AM.
- New Jersey Avenue NW – a minor arterial running north-south within the neighborhood. New Jersey Avenue is a two-way, four-lane road between H Street and I Street. New Jersey Avenue is a four-lane, one-way road between I Street and New York Avenue. Parking is allowed at any time on each side of the street between H Street and I Street. Parking is allowed at any time on the west side of New Jersey Avenue between I Street and Pierce Street, while parking is available between 6:30 PM to 7:00 AM on the east side between I Street and K Street.

Parking

Parking restrictions within the neighborhood vary widely. There are several sections where parking is always prohibited. Sections of North Capitol Street allow off-peak parking only. Parking is not permitted on the east side of First Street. Parking restrictions on the east-west streets within the study area vary widely. Parking meters are concentrated on North Capitol Street, H Street and New Jersey Avenue. The remaining streets within the study area have un-metered parking.

Sidewalks

All the streets within the neighborhood have sidewalks on both sides of the street, most of which are wider than four feet. However, there are two locations where the sidewalks are narrower than four feet – on the east side of First Street between Pierce Street and L Street and on the west side of First Street between New York Avenue and M Street.

Transit Services

The neighborhood is served by Washington Metropolitan Area Transit Authority (WMATA) bus routes. As shown in Figure 1, several WMATA bus routes operate along North Capitol Street. Additionally, bus routes operate along New York Avenue, M Street, H Street and New Jersey Avenue. As Figure 1 indicates, approximately half of the bus stops within the neighborhood include a bus shelter. There are two Metrorail stations in the vicinity of the neighborhood – New York Avenue and Union Station stations. These two stations are served by WMATA's red line.

Traffic Operations

Transportation Analysts gathered traffic volume data, traffic signal data and information on lane configurations to assess existing traffic operations.

As shown in Figure 3, the intersections with the highest traffic volumes are along North Capitol Street and along New York Avenue. Intersections along First Street have lower traffic volumes. Within the study area, North Capitol Street carries approximately 31,000 vehicles per day. New York Avenue and New Jersey Avenue carry approximately 63,000 vehicles and 17,000 vehicles per day, respectively.

The Transportation Analysts used Synchro, a traffic modeling/analysis program, to calculate levels of service (LOS) and the delay per vehicle for the intersections in the study area. The LOS evaluation uses a six-letter grade scale (A to F) to rank the overall traffic handling ability of an intersection or a network based on delay per vehicle. LOS A indicates excellent

traffic operations with minimal delays. LOS F represents failing conditions with long delays. Levels of service E and F are generally considered undesirable.

Figure 2 shows the AM and PM peak hour LOS for the study area intersections. During the AM peak hour, all the intersections within the study area operate at LOS D or better, except the intersection of New York Avenue and New Jersey Avenue, which operates at LOS F, and the intersection of M Street and First Street, which operates at LOS E. During the PM peak hour all the intersections within the study area are operating at LOS D or better.

Existing Transportation Issues

The transportation analysts used the results of the traffic modeling, the levels of service calculations and extensive field observations to develop a comprehensive assessment of transportation issues in the study area. The most significant transportation issues identified by the transportation analysts and recommended improvements are presented in the Northwest One Vision section of the report.

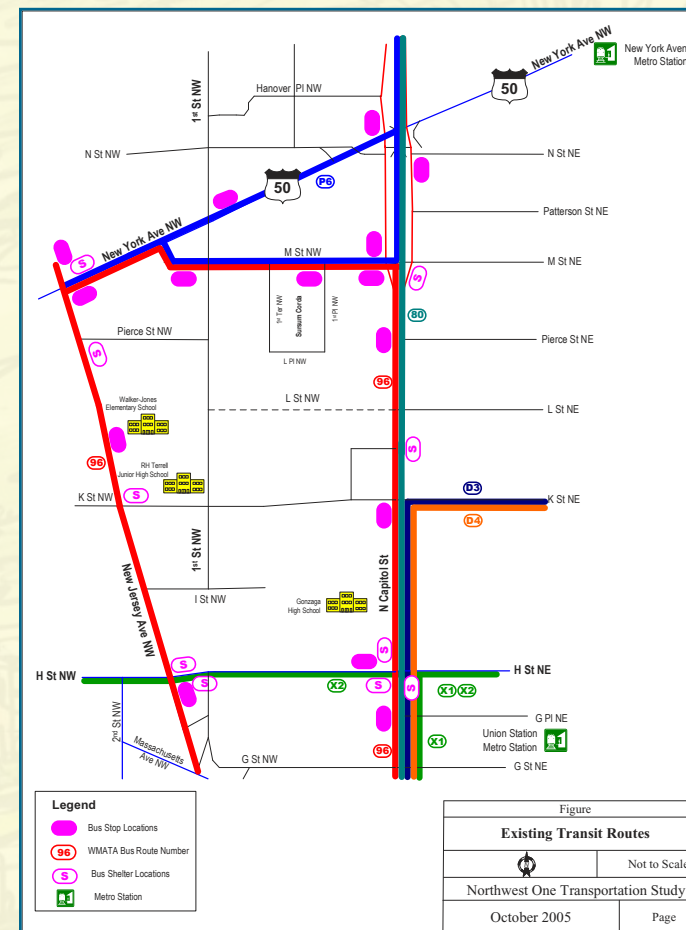


Figure 1

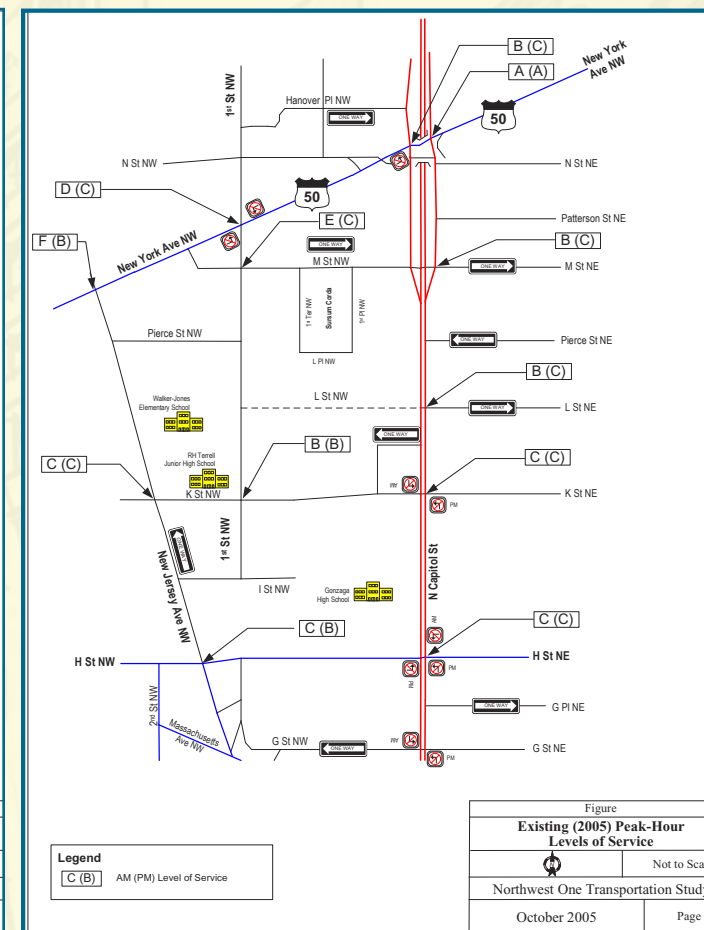


Figure 2



Summary Findings and Program

Program

The program is based upon the neighborhood assessment and the goal of revitalizing Northwest One as a vibrant, mixed-income, mixed-use community. It includes the following:

Housing

Available data established that approximately 520 deeply subsidized housing units in the properties are at risk – 320 one- and two-bedroom units and 200 three- to six-bedroom units. Given the mixed-income development principle of 1/3 deeply subsidized units, 1/3 affordable units, and 1/3 market-rate units, the following housing program was established.

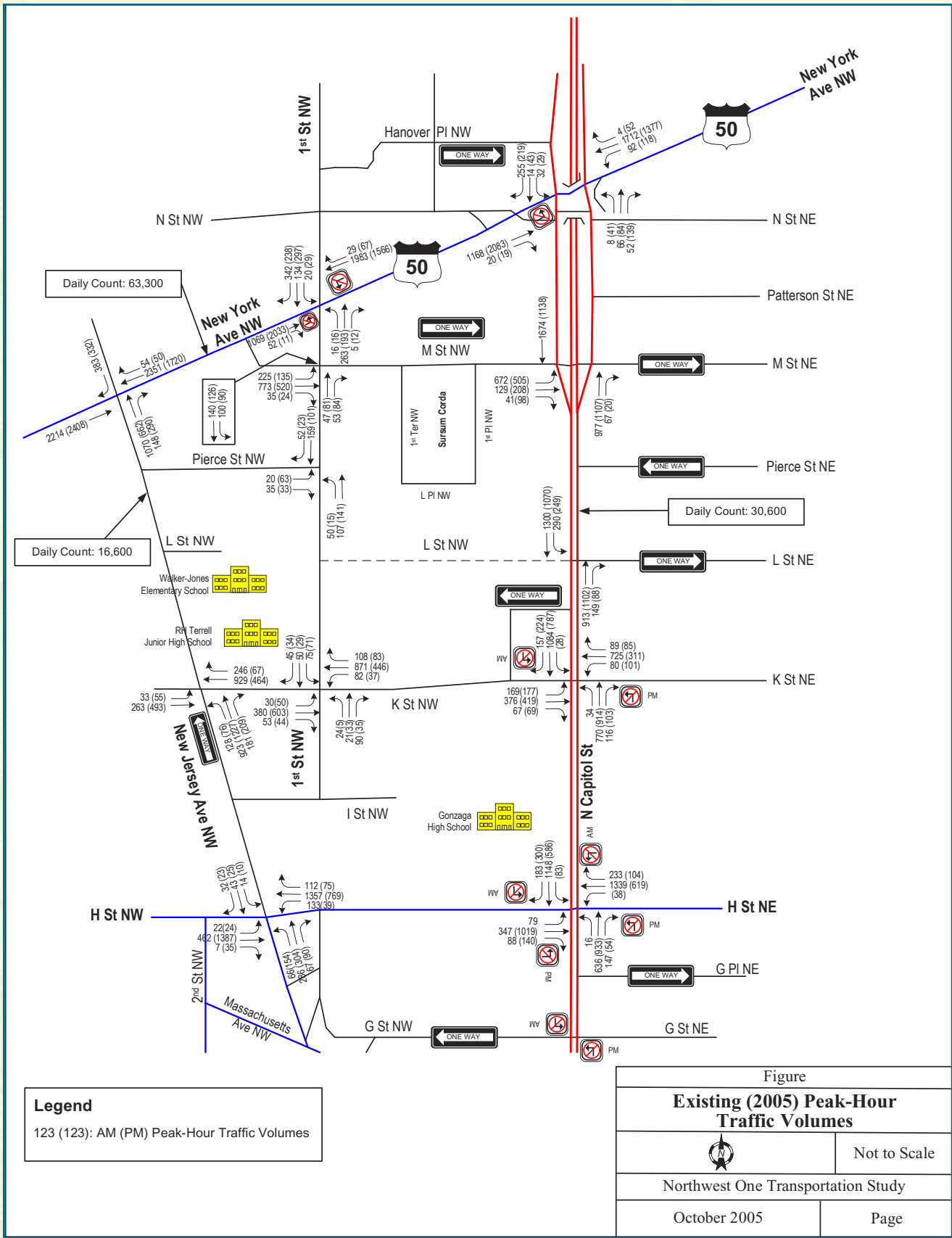
NORTHWEST ONE				
PRELIMINARY HOUSING PROGRAM				
TYPE	DEEPLY SUBSIDIZED	AFFORDABLE	MARKET-RATE	
MID-HIGH DENSITY/1-2 BED	320	320	320	
LOW DENSITY/3-6 BED	200	200	200	
TOTAL	520	520	520	1560

Community Assets

- **The two existing public schools shall be replaced with one K-8 facility.**
That facility should accommodate approximately 600 students, at a size of approximately 100,000 gross square feet. This number will be revised upon further study of the proposed population of the new school. Open space facilities associated with the school shall include a baseball diamond and soccer field, several playgrounds and adequate parking.
- **A new recreation center of approximately 20,000 gross square feet shall be developed.**
It will share recreation fields with the new school and serve the broader community.
- **New neighborhood retail shall be created.**
It will most likely be focused upon the higher density and higher traffic areas of the neighborhood. It should include a mix of neighborhood serving retail, along with convenience food stores and markets. The neighborhood retail will also serve the commercial uses in the area.
- **Walker Jones Health clinic will need to be replaced as a result of the new school construction.**
A new 10,000 gross square foot facility shall be accommodated in a central location serving the neighborhood. It may be feasible to combine the Walker Jones Health Clinic with the health clinic at Perry School. It may also be feasible to create a partnership and co-locate with health care insurers in the adjacent neighborhood to create a state of the art medical center.
- **A new small neighborhood library of 5,000 gross square feet shall be included in the plan to replace the Sursum Corda kiosk library on New York Avenue.**
The library may be located in the ground floor retail space in new apartment buildings. It should be located to act as a cultural gateway to the community.
- **More public open space, and especially more green space, should be provided in the new plan.**
It should be co-located with other recreational amenities and be convenient to the new housing in the neighborhood.

Transportation and Urban Design

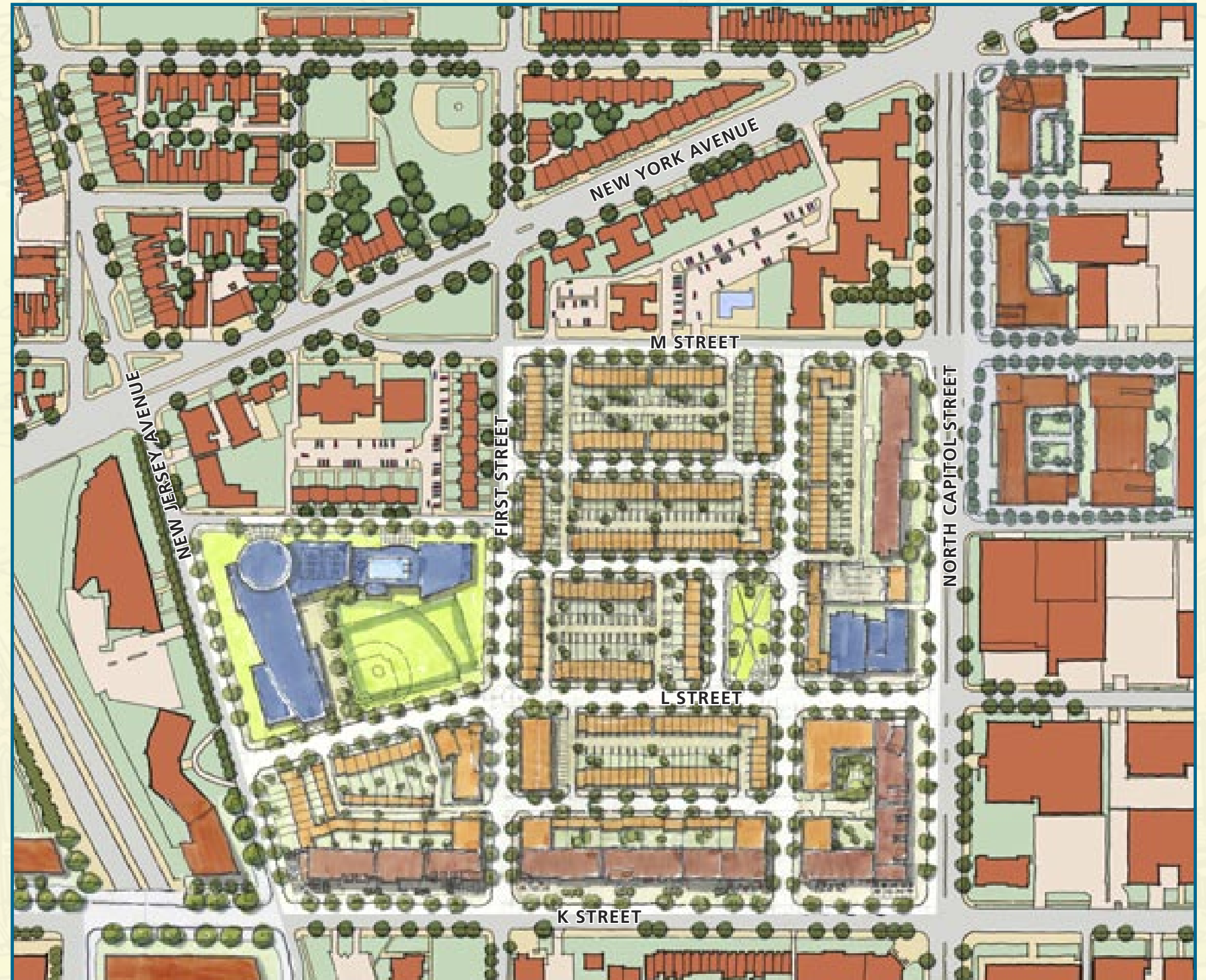
- **The grid pattern of streets should be reconstructed and new local roads should be created to allow for improved neighborhood design, land use, access and relationships.**
- **Every effort should be made to minimize the impact of commuter traffic on the neighborhood.**
- **Special attention is needed at New York Avenue, but also on First Street and portions of K Street.**
- **New Jersey Avenue should be re-designed, possibly as a two-way street to act as a neighborhood avenue to support new street-oriented development and connect the neighborhood with its neighbors to the north and south.**
- **The character of the pedestrian environment of the streets and public open spaces should be improved.**
- **K Street should be “extended” to connect the neighborhood with its neighbors to the east and west.**



Northwest One Vision

Key

-  Existing Buildings
-  New Low Density Housing
-  New Mid- and High Density Apartments
-  Civic and Religious Buildings



Northwest One Vision

Final Master Plan

The final master plan for the Northwest One neighborhood revitalizes it as a vibrant, mixed-use community fully integrated within the larger city.

Key design concepts for the master plan are:

- A series of new residentially-scaled blocks that create urban and architectural amenities for family living
- The creation/extension of K Street from the 395 underpass across the site as a vibrant mixed-use main street for the neighborhood.
- A series of mixed-income apartment buildings along K and North Capitol streets
- The creation of a new vibrant community center at the heart of the neighborhood which includes a new K-8 school, recreation center and recreation fields
- The creation of a grid pattern of streets within the neighborhood by reopening L Street and adding new streets
- An active mix of neighborhood retail and special uses in the ground floor of buildings along K Street, including a new health clinic and library

- Infill development along North Capitol Street and other potential sites that create new housing and provide Build First opportunities.

New buildings with massing tailored to existing right-of-ways and contexts. Specific building heights are:

North Capitol Street:

- East - 110 feet south of M Street, 130 feet north of M Street
- West – 90 feet at K Street

K Street:

- 90 feet at the corner of North Capitol and New Jersey Avenues
- Elsewhere 60 feet

All other blocks within project boundaries:

- 30 – 50 feet



Family Housing



Community Assets



Open Space



A Mixed-Use Neighborhood Main Street







House Types/Program

The master plan accommodates the required housing program with a total of 1,698 units. The housing program has two distinct parts – a low density component of 501 units which accommodates larger bedroom units in appropriate family-style housing and another 1,197 units in mid- and high density buildings containing one- and two-bedroom units.

Low Density Units

The urban design and architectural character of the low density units have all the amenities -- individual entries, private rear yards, ample communal living space, adequately sized bedrooms -- appropriate for family living. A total of 403 of these units are provided in the new residentially-scaled linear blocks east of First and south of M Street. An additional 98 of these units will be located at a site yet to be determined in the Opportunity Area.

A total of 200 units of the low density program are three- to six-bedroom units designed as replacements for the existing deeply subsidized units. Ranging in width from 16 to 22 feet, these units are designed as conventional rowhouses with individual entries, private rear yards and ample ground floor living space. The market-rate and affordable component of the low density program also includes some rowhouses, designed with integral garages to be accessed from rear alleys. Additionally, stacked units containing two-and three-bedroom units are also provided for the affordable and market-rate programs. Both units are accessed from the front, one in an English basement condition and the other from a raised stoop. All have private rear decks and internal access from an integral garage. A smaller portion of the low density units will be accommodated in small-scale three-story apartment buildings typically located at the end of linear blocks.

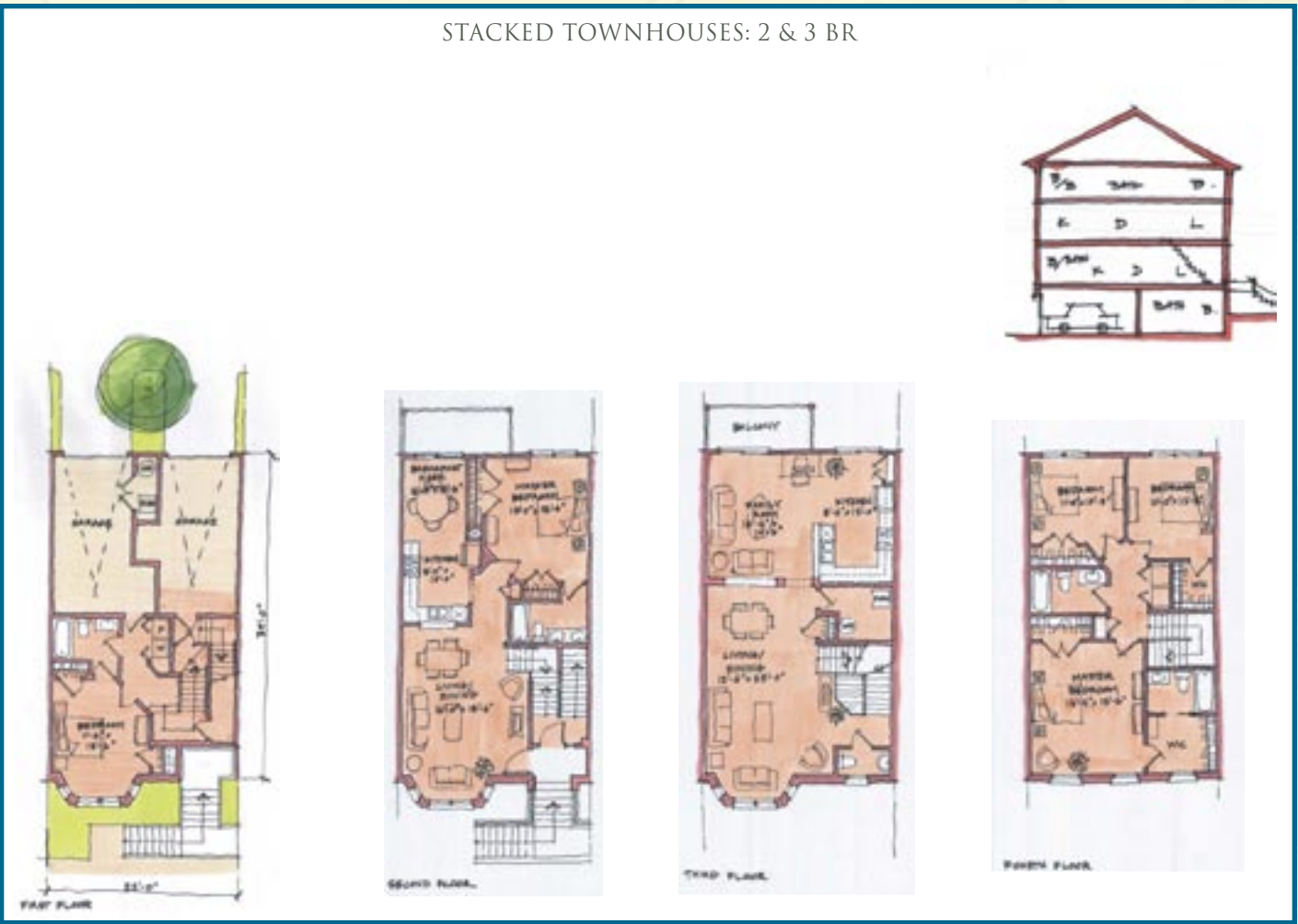
Apartments

The remaining 1,197 units, all one- and two-bedrooms, are housed in mid- and high density apartment buildings. Five hundred and sixty-five of these units are located in a series of buildings along K Street. Taller nine-story buildings are located at the corner of these blocks, one at New Jersey Avenue and the other at North Capitol Street, providing significant building masses and site features at these important corners. Internal blocks are six stories tall, creating an appropriate mass with the existing rowhouses on the south side of the street.

Six hundred and thirty-two of the smaller bedroom units are located in 10- and 12- story buildings on three parcels on the east side of North Capitol Street. All of these sites offer important Build First opportunities. The southernmost parcel has a 110-foot building while the two northern ones are 130 feet. All of the apartment buildings will have ground floor retail and underground parking. In total, the apartment units will include 320 replacement units for the existing deeply subsidized units with the remainder of the program subdivided between affordable and market-rate units.

Low Density Units

STACKED TOWNHOUSES: 2 & 3 BR



VISION PLAN SUMMARY				
New NW1 Community: Total Units and Distribution				
Unit Type	Deeply Subsidized	Affordable	Market-Rate	Total
1-2 BR High Density	320	440	437	1197
2-6 BR Low Density	200	151	150	501
Total	520	591	587	1698



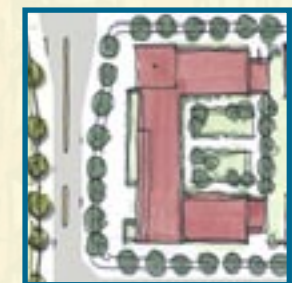
Low Density Units

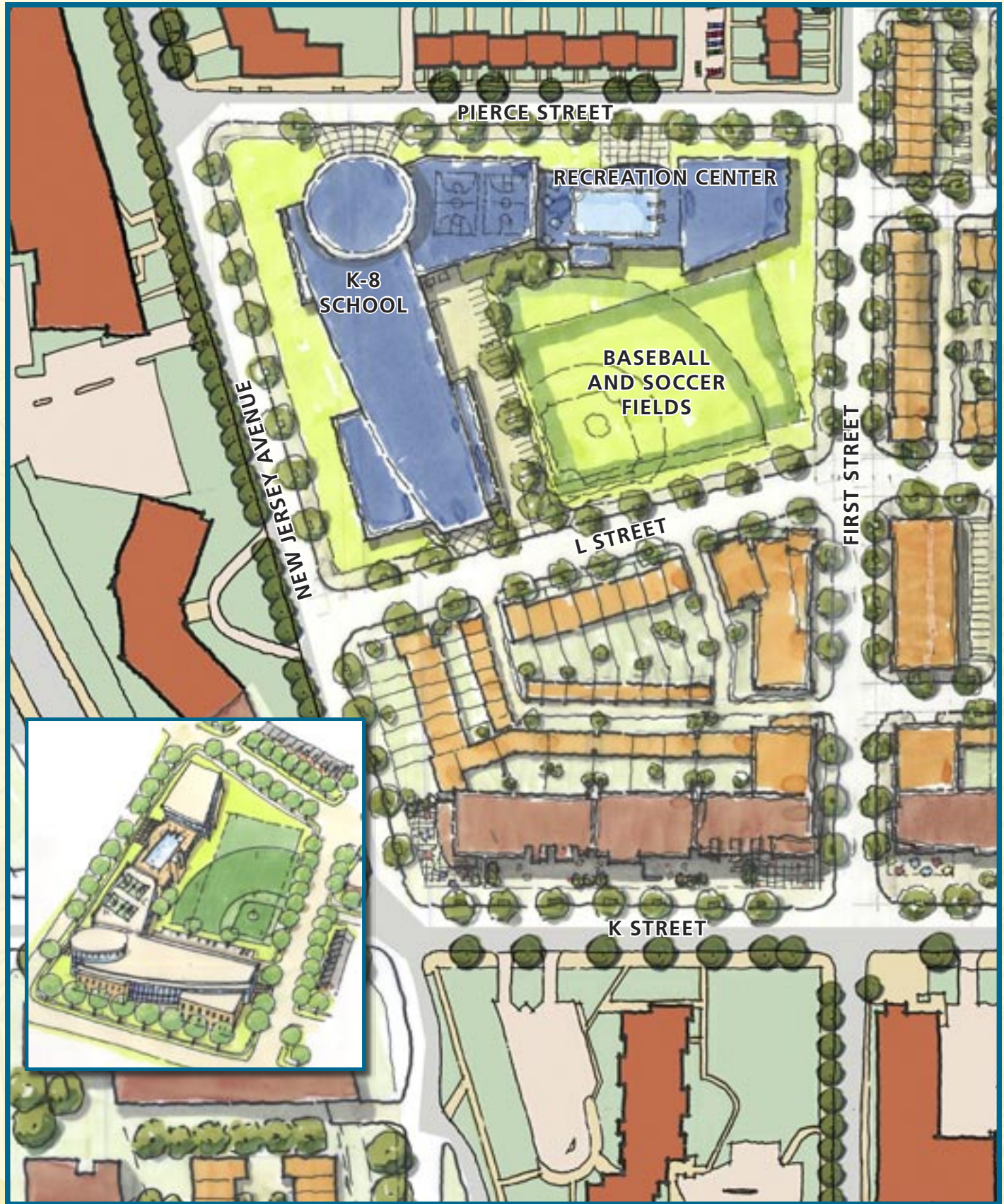
TOWNHOUSES: 3 BR & 4 BR



Apartments

LOWRISE CONDOS: 1 BR & 2 BR





Community Assets

A key component of the new community assets is the reconstruction of the two existing schools as one consolidated 100,000 SF K-8 facility. This new facility will front onto New Jersey Avenue, providing it with a significant public face and creating a more cohesive and consistent mass of buildings along that important avenue. Separate entrances to the elementary and the middle schools will be provided, one at the corner of Pierce Street and New Jersey Avenue and the other further east on Pierce Street, creating an appropriate separation between the two age groups.

The new recreation center is physically attached to the new school, but located on the community's internal face on First Street, as opposed to the more prominent public face of the school building on New Jersey Avenue. Both buildings share a significant recreational open space that includes soccer and baseball fields, as well as several playgrounds. The majority of this open space fronts onto First Street, facing into the community and providing an active green oasis that provides spatial relief to the regular housing blocks. The new recreation center will be a new 20,000-square-foot facility, potentially including a gym, multi-purpose rooms, wellness center and a rooftop pool. This facility will be owned by the District of Columbia Department of Parks and Recreation and potentially managed by the Boys and Girls Club, currently located adjacent to Perry School.

New retail uses of approximately 95,000 square feet are included in the ground floor of the apartment buildings along K and North Capitol Streets. A concentration of these uses will be located along K Street and potentially will include neighborhood retail services such as restaurants, dry cleaners, bookstores and drugstores. At the corner of K and North Capitol Streets, a larger retail space is available and suitable for a market or a small grocery store. Alternatively, this significant corner could be the location for an important civic use such as the new 5,000-square-foot library. A new Walker Jones Health Clinic could be located in a number of places - along K Street, in the facility adjacent to Perry School vacated by the Boys and Girls Club or on an existing vacant city-owned site on North Capitol Street, adjacent to St. Phillips.



Streets and Open Space

The reintroduction of a grid pattern of streets within the new neighborhood serves a multitude of purposes. Its connectivity with adjacent streets, particularly L Street, will provide needed integration with the neighborhood and the city. Equally important is the communication it will allow within the site, for neighbors to meet with each other and to allow easy access to neighborhood uses such as the park, the school/recreation site or the retail uses along K Street. All of these new streets, with the exception of K Street, will be endowed with narrow right-of-ways, continuous street trees and sidewalks.

The existing 100-foot K Street right-of-way is respected in the new plan, providing a continuity of spatial volume and mass along its length. It is recommended that the public space design that has been developed for the Mount Vernon Triangle District be continued within the Northwest One neighborhood. Implementing this kind of public space design will provide an important linkage between the two neighborhoods - a city-scaled unity appropriate to such an important street. In addition, the characteristics of that design, with its double row of trees and plantings (as shown in the images below), also creates an appropriate setting for the animated street activity anticipated here.

New Jersey Avenue shall be re-configured as a two-way neighborhood avenue. Development of the school and new housing fronting New Jersey Avenue will create the edges necessary to define the street as a safe and lively corridor. Streetscape improvements, new sidewalks, and on-street parking will also redefine the street as a neighborhood avenue. Two-way traffic, on-street parking, and new development will help calm traffic and let new residents enjoy the startling vistas of the Capitol provided by the avenue. The development of infill housing along North Capitol Street will restore -its identity as a grand avenue.

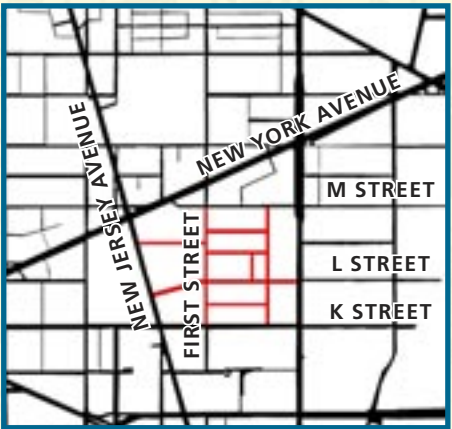
In addition to the recreation open space associated with the school, the plan calls for additional passive space within the neighborhood. A potential site is located at L Street, just west of Mount Airy Baptist Church. This new space, adjacent to the church, creates a small green oasis at the center of the neighborhood in which neighbors can gather after church services and other activities. The space may potentially also include playgrounds for young children. This location provides spectacular views of the church, including its handsome façade and tower. The block to the west of the park also includes a small parking garage. Including approximately 60 spaces, this garage could be utilized by both Sibley Plaza residents and Mount Airy Baptist Church.



Computer Renderings of K Street in Mt. Vernon Triangle



Existing Street Grid



Proposed Street Grid



Streets and Open Space



Before





Before



Transportation Recommendations

Traffic Growth Due to Other Area Developments

There are a significant number of new developments under construction in the vicinity of the study area as well as additional planned and approved developments. These will generate significant traffic growth in the area. The trip generation of these other developments is significantly higher than that in excess of the proposed development at Northwest One.

NW1 Redevelopment Site Trip Generation

The Northwest One development is expected to generate 520 and 600 trips during the AM and PM peak hours, respectively. The development at the Northwest One site is expected to generate approximately 7,000 vehicular trips daily.

The proposed Northwest One development would generate marginal increases in study area traffic. The implementation of the Northwest One development would increase overall traffic into and out of the study area by approximately 3.1 percent in the next nine years. This percentage is relatively low compared to the 27 percent increase in traffic resulting from the addition of regional background traffic, traffic from other area developments, and site traffic.

Future traffic conditions are expected to deteriorate primarily as a result of regional background growth and the construction of other area developments. Implementation of development at the Northwest One site would have marginal impact on the study area roadways. However, with the implementation of new developments at the Northwest One site and proposed roadway modifications, including changing New Jersey Avenue to two-way operations, delays per vehicle are expected to increase significantly at the intersection of New Jersey Avenue and K Street.

Proposed New Roadways and Recommended Roadway Improvements

The redevelopment at the Northwest One site would include the reconfiguration of streets within the site. The primary recommendations to accommodate future roadway requirements are described below.

Open L Street NW, New First Place and Other New Residential Streets

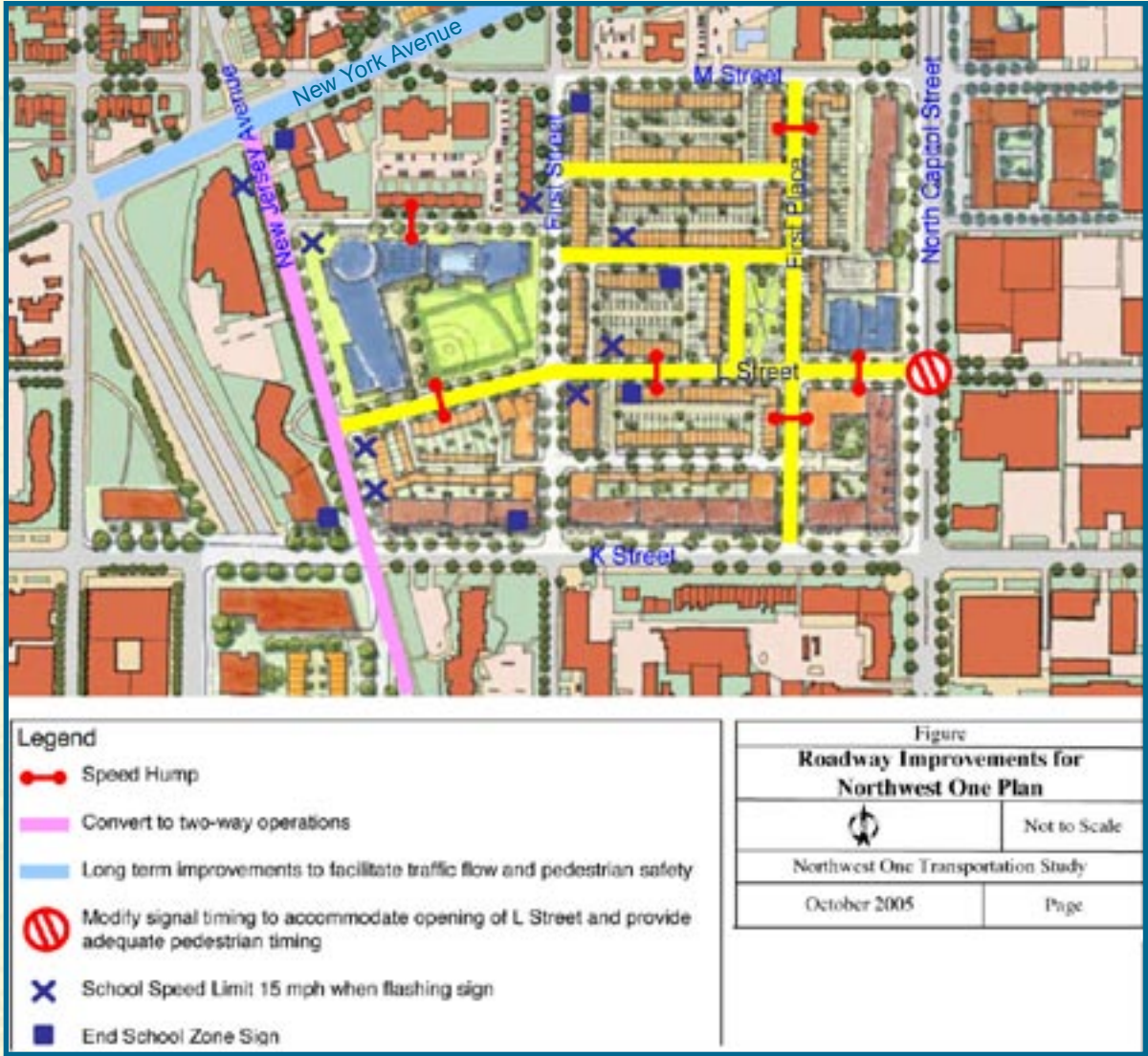
The opening of L Street to vehicular traffic from North Capitol Street to New Jersey Avenue would improve access to the Northwest One community. Based on the daily traffic forecasts, transportation analysts recommend that the street be constructed with a width of 36 feet measured from curb to curb. This provides for two 10-foot travel lanes and two eight-foot parking lanes. The opening of L Street west of North Capitol Street to vehicular traffic will require modifications to the signal operations at the intersection of North Capitol Street and L Street.

The opening of L Street will generate marginal cut-through traffic. To minimize this further, speed humps should be provided on L Street between North Capitol Street and New Jersey Avenue at the locations shown on the adjacent diagram. Colored stamped concrete with brick patterns or a similar material should be used on this section of L Street to communicate to the drivers the residential nature of the street.

The other new residential streets are recommended to be one-way streets measured 27-feet from curb to curb except for the street in front of the park which is recommended to be a two-way street with parking on one-side measured 28-feet from curb to curb.

K Street

The District of Columbia Bicycle Master Plan (April 2005) includes the addition of bicycle-only lanes on K Street west of North Capitol Street in the Northwest One study area. The Transportation Analysts recommend including this bike lanes as one of the transportation improvements associated with the Northwest One Development plan as well as all-day on-street parking (24 hour per day 7 days per week) on both sides of K Street to improve the operations and safety of the bike-only lane. The eastbound bike lane should be provided on the south side of K Street and the westbound bike lane should be provided on the north side of the street. The width of these bike lanes should be five feet. The conversion to all-day parking will have an impact on traffic operations during the peak hours; as one less vehicular travel lane would be provided during the peak periods. However, the impact of taking away one lane during the peak periods can be minimized by providing 100 feet dedicated right turn lanes (prohibiting parking for a distance of 100 feet from the intersection) at selected intersections with significant right turn movements. A dedicated right turn lane should be provided for the westbound movement at the intersection of K Street with 1st Street and at the intersection of K Street with New Jersey Avenue. A dedicated right turn lane should be provided for the eastbound movement at the intersection of K Street and North Capitol Street.



New Jersey Avenue

To improve access to the Northwest One community, New Jersey Avenue should be converted from the current one-way operation between I Street and New York Avenue to two-way operations. This will help slow down/calm traffic in front of the proposed site for the school. However, it is important to note that the conversion to two-way operations would have a detrimental effect on traffic operations at the intersection of K Street and New Jersey Avenue. On-street parking should be provided all day on both sides of the streets with the exception of the block north of L Street where parking should be prohibited on the east side during school hours. Legislation will be submitted to City Council to approve this conversion to two-way operations.

New York Avenue

There is significant congestion along New York Avenue between the I-395 tunnel and North Capitol Street. There are also pedestrian safety issues related to the safe crossing at intersections within this section of New York Avenue. With growth in regional traffic, the construction of other area development and development at the Northwest One site, traffic conditions will deteriorate. Improvements to facilitate traffic flow and improve safety on this section of New York Avenue are being developed under the District Department of Transportation New York Avenue study. This study recommends long-term large infrastructural improvements, including the extension of the I-395 tunnel from its current terminus to Florida Avenue to address the current and future traffic operations and pedestrian safety issues.



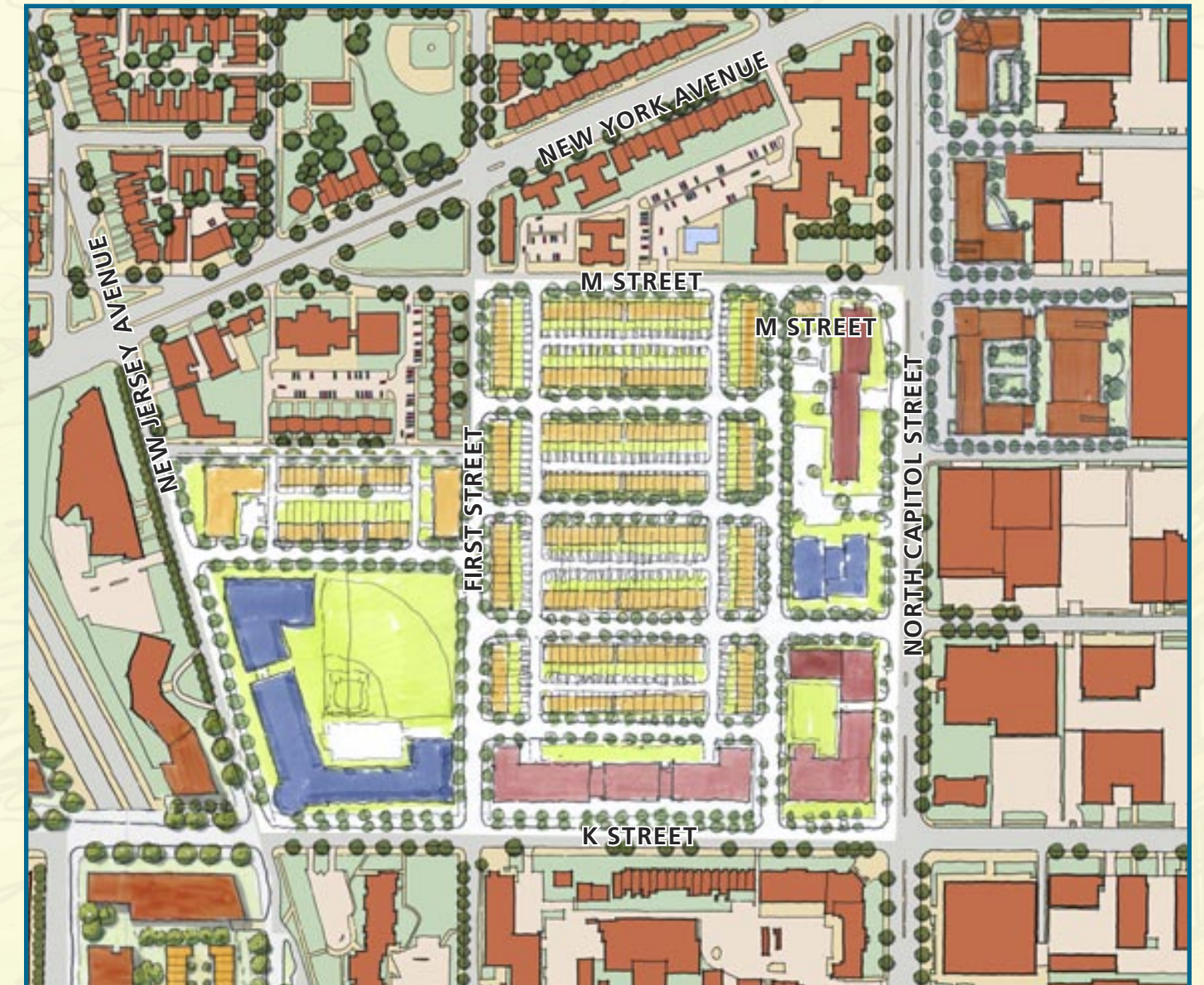


Charrette Overview

The Master Plan for Northwest One was designed in an interactive charrette that involved residents, community stakeholders, city agencies and leaders. Occurring over an intense three-day period, the charrette included formal presentations, break-out groups and the opportunity for one-on-one discussions with the consultant team. The first evening of the charrette was conducted as a series of break-out sessions. Topics included Housing, Streets and Open Space, Community Assets and Human Capital. The second day comprised a full day working session for the design team, to generate preliminary concepts for the plan and unit concepts. Feedback from the Northwest One Council, city leaders and the broader neighborhood on the third day identified the best aspects of each plan. These were consolidated into the final master plan which was presented at the closing presentation. Along with this master plan, a more elaborate set of housing plans and street perspectives were also presented, offering a fuller sense of the characteristics of the new community.



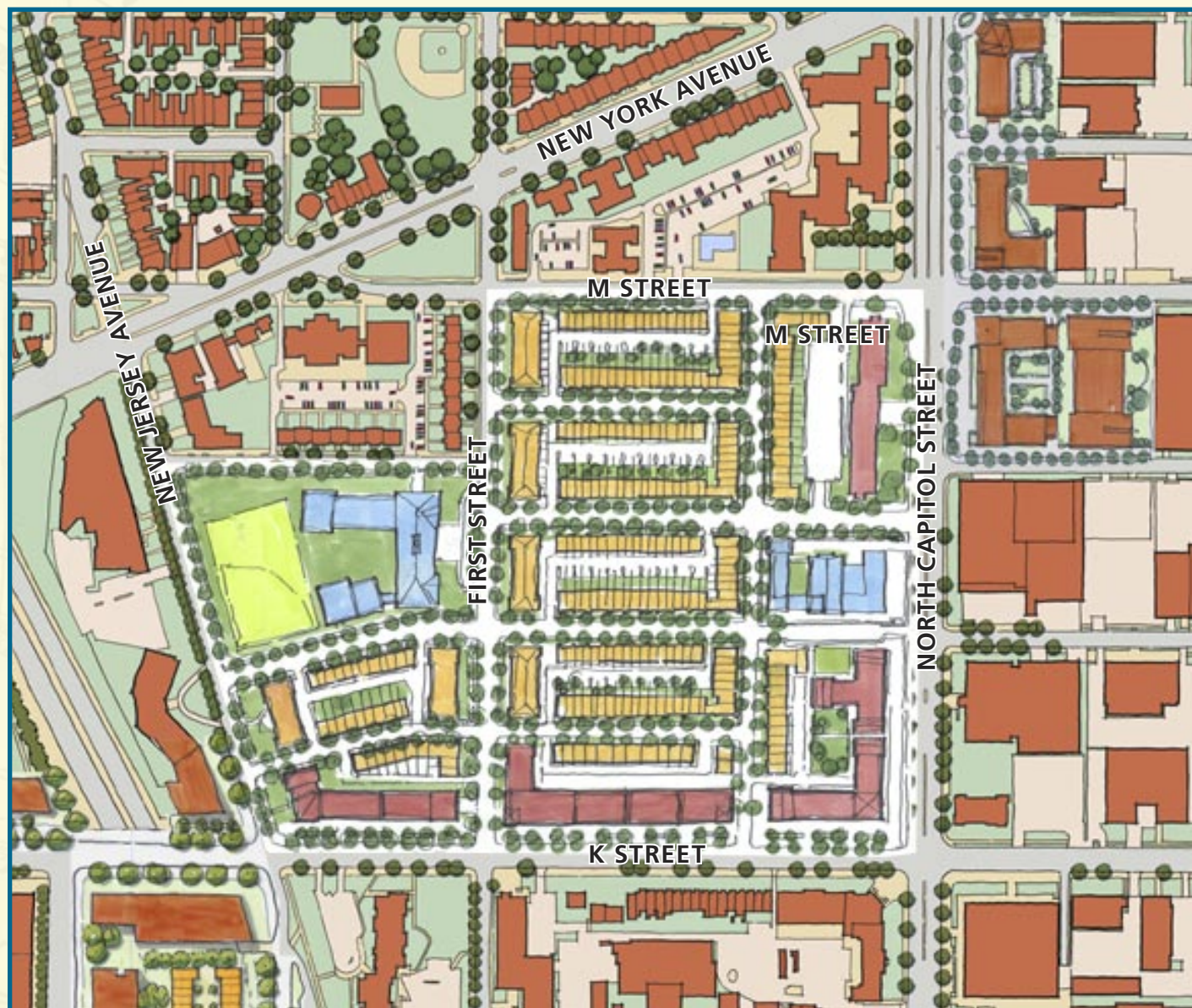
Preliminary Schemes



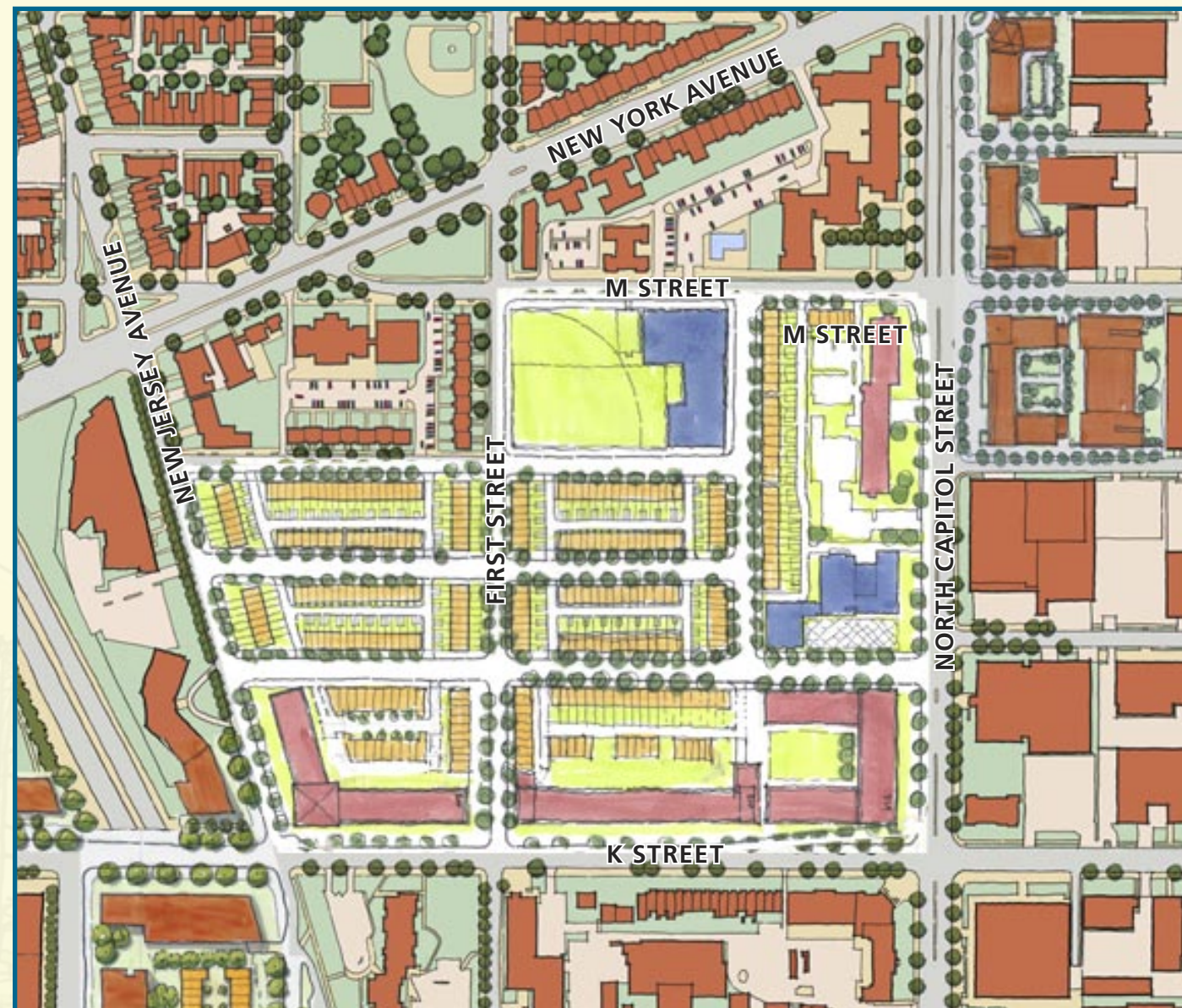
An important part of the process for coming to consensus on the final master plan was the development of a series of alternatives to test various site concepts. Each of these attempted to incorporate all of the program and urban design recommendations that were a result of the first part of the process.

Scheme One placed the consolidated school/recreation program at the corner of K Street and New Jersey Avenue with the remainder of the K Street frontage developed with mid-rise apartment buildings. Internally a set of new streets subdivided the site with L Street reopened as a through street and aligned with the location of its right-of-way east of North Capitol Street. The pattern of these streets only allowed for limited connectivity with adjacent ones.





Scheme Two alternatively placed the school/recreation facility internal to the site, at Pierce Street and New Jersey Avenue, with the actual building facing First Street and the open space on New Jersey Avenue. Continuous apartment frontage was thus created along K Street. Internally the pattern of new streets allowed for more connectivity; the unit yield in this scheme was also greater.



Scheme Three relocated the school/recreation site to M Street, with the southern sector of the site developed with residentially-scaled blocks. The unit yield of this scheme was the least. This scheme also placed the reopened L Street further south, creating a small piazza in front of Mount Airy Baptist Church.

Conclusions

After discussion with the Northwest One Council and the broader community, the best items from these schemes were consolidated into the final master plan. These items are:

- The location of the school/recreation facility at Pierce and New Jersey Avenue with the school fronting onto New Jersey Avenue and the open space onto First Street facing the community
- The development of K Street with continuous apartment buildings with ground floor retail
- The reopening of L Street on an alignment with its eastern right-of-way, creating a wider sidewalk and public space in front of Mount Airy Baptist Church
- The creation of a new pattern of grid streets and residentially-scaled blocks north of K Street similar to Scheme Two, with as much connectivity and as many private rear yards as possible.



